

APS NOTES:

- 1. Pushbuttons are to be located so that they can be activated by a person in a wheelchair reaching less than 18"from a 60"x 60" level landing area with a cross slope of less than or equal to 2%.
- 2. The 10' separation between pushbuttons is to be measured from face of pushbutton, not center to center of pole.
- 3. Pushbutton arrows are to be parallel to the crossing for which they are intended.
- 4. Location of accessible pedestrian signal pushbuttons must meet location requirements of MUTCD Sec.4E.09 and Fig.4E.2 and the NCHRP publication, "Accessible Pedestrian Signals: Guide To Best Practice". If not met, the contractor is to stop work on pushbutton locations until a design waiver is obtained, approved by the director, Office Of Traffic and Safety.
- 5. APS will function as follows:

TO CROSS CRAIN HIGHWAY

- a. When pedestrian locates and presses the pushbutton for an extended time, the pushbutton unit will announce the following message "Wait to cross Crain at Aquahart and Thelma, crosswalk angles right, wait."
- When the WALK phase begins, the pushbutton unit will provide a rapid tick which will last for the duration of the WALK phase.

TO CROSS THELMA AVENUE

- a. When pedestrian locates and presses the pushbutton for an extended time, the pushbutton unit will announce the following message "Wait to cross Thelma at
- b. When the WALK phase begins, the pushbutton unit will provide a rapid tick which will last for the duration of the WALK phase.

TO CROSS AQUAHART ROAD

- a. When pedestrian locates and presses the pushbutton for an extended time, the pushbutton unit will announce the following message "Wait to cross Aquahart at
- b. When the WALK phase begins, the pushbutton unit will provide a rapid tick which will last for the duration of the WALK phase.

CONSTRUCTION DETIALS

- A. INSTALL PARALLEL SIDEWALK RAMP (STANDARD NO. MD 655.12).
- B. INSTALL DETECTABLE WARNING SURFACE (STANDARD NO. MD 655.40).
- C. INSTALL STANDARD TYPE "A" COMBINATION CURB AND GUTTER (STANDARD NO. MD 620.02).
- D. TIE IN RAMP WITH EXISTING SIDEWALK / CONCRETE APRON AT JOINT.
- E. TIE NEW CURB TO EXISTING CURB AT JOINT.
- F. INSTALL STANDARD TYPE "A" CURB.
- G. INSTALL 5" SIDEWALK AS SHOWN.
- H. INSTALL SIDEWALK RAMP AS SHOWN
- J. TIE PROPOSED SIDEWALK INTO EXISTING SIDEWALK AT JOINT.
- K. REMOVE EXISTING SIDEWALK AND BACKFILL.
- L. INSTALL 3" HIGH TYPE "A" COMBINATION CURB AND GUTTER.
- M. INSTALL 4" HIGH TYPE "A" COMBINATION CURB AND GUTTER.
- N. INSTALL STANDARD TYPE "A" COMBINATION CURB AND GUTTER (STANDARD NO. MD 620.02). BEGIN AT EXISTING APRON LEVEL AND SLOPE UP TO 8" HEIGHT AT STORM DRAIN.
- O. INSTALL STANDARD TYPE "A" CURB. BEGIN AT EXISTING APRON LEVEL AND SLOPE UP TO 8" HEIGHT AT STORM DRAIN.
- P. SAWCUT CONCRETE APRON AT BOTTOM OF EXISTING SLOPED CONCRETE. NEW CONCRETE SIDEWALK WILL TIE INTO APRON AT THIS POINT.
- Q. INSTALL STANDARD TYPE "A" COMBINATION CURB AND GUTTER (STANDARD NO. MD 620.02).
 BEGIN FLAT END OF LANDING AREA AND SLOPE UP TO 8" CURB IN 4'

TOD NO: XX647-04 SHA NO: AA127B51 MD 3 Bus. @ Aquarhart Ave/Thelma

STREET TRAFFIC STUDIES, LTD.

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STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION

MD 3 BUSINESS (CRAIN HWY) AND AQUAHART RD/ THELMA AVE

GLEN BURNIE, MARYLAND

ADA RAMP DETAIL PLAN

SCALE 1"= 10' DATE 5/6/2011 CONTRACT NO. XX6475185

TOD NO.

DESIGNED BY R R ZACHERL DRAWN BY W J NIES

COUNTY ANNE ARUNDEL LOGMILE 02B00301.99 CHECKED BY Whalat TIMS NO. K238

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TS NO. 744D DRAWING NO. 2 OF 5 SHEET NO.